



## **PLANNING COMMISSION**

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**Wednesday, May 23, 2018**

**7:00 PM**

**Rockville City Hall**

**Mayor and Council Chambers**

**Meeting No. 09-2018**

### **AGENDA**

Gail Sherman, Chair

Don Hadley  
Charles Littlefield  
Sarah Miller

Anne Goodman  
John Tyner, II  
Rev. Jane E. Wood

Jim Wasilak, Staff Liaison  
Cynthia Walters, Deputy City Attorney  
Eliot Schaefer, Assistant City Attorney

#### **1. Planning Commission - Agenda Items**

- 1. Discussion of Planning Area Boundaries for the Updated Comprehensive Master Plan (CMP)**
- 2. Discussion of Roadway Connections (Part 2): Rockville 2040**

#### **2. Adjourn**

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## HELPFUL INFORMATION FOR STAKEHOLDERS AND APPLICANTS

### I. GENERAL ORDER OF SESSION FOR DEVELOPMENT APPLICATIONS

1. Staff presentation
2. City Board or Commission comment
3. Applicant presentation (10 min.)
4. Public comment (3 min, or 5 min for the representative of an association)
5. Planning Commission Discussion and Deliberation
6. Decision or recommendation by vote

The Commission may ask questions of any party at any time during the proceedings.

### II. PLANNING COMMISSION BROADCAST

- Watch LIVE on Comcast Cable Rockville Channel 11 and online at: [www.rockvillemd.gov](http://www.rockvillemd.gov)
- Replay on Comcast Cable Channel 11:
  - Wednesdays at 7:00 pm (if no live meeting)
  - Sundays at 7:00 pm
  - Mondays, Thursdays and Saturdays at 1:00 pm
  - Saturdays and Sundays at 12:00 am (midnight)
- Video on Demand (within 48 hours of meeting) at: [www.rockvillemd.gov/VideoOnDemand](http://www.rockvillemd.gov/VideoOnDemand).

### III. NEW DEVELOPMENT APPLICATIONS

- For a complete list of all applications on file, visit: [www.rockvillemd.gov/DevelopmentWatch](http://www.rockvillemd.gov/DevelopmentWatch).

### VI. ADDITIONAL INFORMATION RESOURCES

- Additional resources are available to anyone who would like more information about the planning and development review process on the City's web site at: [www.rockvillemd.gov/cpds](http://www.rockvillemd.gov/cpds).

Maryland law and the Planning Commission's Rules of Procedure regarding ex parte (extra-record) communications require all discussion, review, and consideration of the Commission's business take place only during the Commission's consideration of the item at a scheduled meeting. Telephone calls and meetings with Commission members in advance of the meeting are not permitted. Written communications will be directed to appropriate staff members for response and included in briefing materials for all members of the Commission.



Agenda Item #:	1
Meeting Date:	May 23, 2018
Responsible Staff:	Ann Wallas

**SUBJECT:**

Discussion of Planning Area Boundaries for the Updated Comprehensive Master Plan (CMP)

**RECOMMENDATION**

(Include change in law or Policy if appropriate in this section):

Receive briefing on proposed amendments to Planning Area boundaries for the updated Comprehensive Master Plan (CMP).



## Planning Commission Staff Report

**MEETING DATE:** May 23, 2018

**REPORT DATE:** May 15, 2018

**RESPONSIBLE STAFF:** Ann Wallas, AICP, Principal Planner  
Long Range Planning 240.314.8205  
AWallas@rockvillemd.gov

**SUBJECT:** Rockville 2040 Update to the  
Comprehensive Master Plan –  
Planning Area Boundaries

### DISCUSSION:

#### Planning Areas and the Master Plan

Rockville's Planning Commission, staff and citizens are actively engaged in the Rockville 2040 process to update the City's Comprehensive Master Plan (CMP). An important part of the existing master plan, and previous ones dating back to 1982, is the use of planning areas to focus planning efforts on portions of the city. The 2002 CMP defines, on page 2-3, eighteen (18) planning areas with associated geographic boundaries and names.

Planning Areas are used in two ways in the overall master plan. First, within the 2002 CMP, the Planning Areas form the bases for chapters 11 and 12, where there is, for each area, a

discussion of current conditions, critical issues, and recommendations. Second, Rockville has carried out local-area, or neighborhood, plans that are associated with planning areas. At present, there are eight (8) neighborhood plans that are adopted into the City's master plan and remain in effect. Each is associated with one planning area, except for the Twinbrook Neighborhood Plan, which encompasses two planning areas. These neighborhood plans can be found on the City's Web site, at <http://www.rockvillemd.gov/index.aspx?NID=201>.

Any rewrite of the CMP offers the opportunity to review and, if desired, revise the planning area boundaries. Staff suggests that there is good cause to do so during Rockville 2040. Revisiting the boundaries was raised by a former commissioner (Commissioner David Hill) at the initiation of Rockville 2040, and was implicit in local-area planning work that has been conducted since the 2002 CMP was adopted. In addition to the previously mentioned Twinbrook Neighborhood Plan, which encompassed two planning areas, work on the Stonestreet Avenue corridor has, since 2005, included a recognition that its current planning area (Town Center) was less appropriate than the planning areas to which it is immediately adjacent in the eastern portion of the city (East Rockville and Lincoln Park).

Staff conducted a review of the planning areas and, through this memorandum, are making a series of recommendations that are listed below. Several factors were considered as part of the review process. The maps at Attachments 1 and 2 show the new areas, and help to illustrate the process used to decide upon them.

#### Decision factors

##### *Logical geographic boundaries:*

Previous plans have sought to differentiate planning areas by the land uses and/or building types that were within each area. Areas were referred to as being either residential in nature, or non-residential. The 2002 CMP is organized in this way, with the "residential" areas being handled in Chapter 11, and the "non-residential" areas being handled in Chapter 12. In practice, almost all parts of the city have residential areas and, with the advent of mixed use zoning, even areas that were formerly discussed as solely commercial now include residential uses. For example, staff suggests eliminating the Research/Piccard planning area (which had somewhat artificial boundaries) and creating a new Falls Grove area, which would include Research Boulevard; and a new King Farm area for those to the east of I-270, which would include Piccard Drive. Similarly, the sites along Westmore Road, to the east of MD355, have been moved from the Woodley Gardens and College Gardens planning area, which is situated to the west of MD355 and the railroad tracks, to the Lincoln Park planning area, which is adjacent.

##### *Remove overlaps:*

The Town Center area has been covered by three planning areas in the past, with the entire area covered in the Town Center planning area, and the southern and western portions also covered in the Rockville Pike and West End-Woodley Gardens E-W areas. These "overlaps" have

caused confusion, and staff recommends that they be eliminated. Please see Attachment 2 for greater detail.

*Respect for established neighborhoods:*

Neighborhood identity is an important value in Rockville, and planning area boundaries should be supportive. This value applies both to the eight neighborhoods that have existing neighborhood plans and those that do not. In all cases, staff has sought to retain the relevant boundaries.

*Areas with the potential for change during the life of the plan:*

Two entirely new planning areas are proposed: for the Montgomery College area, and for the portions of the Woodmont Country Club property that are not already covered by the 2016 Rockville Pike Neighborhood Plan. Both of these areas have the potential for significant change over the coming years and, although there are no current plans for redevelopment, delineating them as separate areas could help facilitate sound planning in the future.

New planning area names and numbers

A new numbering scheme for the planning areas was required to be devised, as part of the new proposed boundaries. Staff sought, wherever possible, to retain the historical numbers, especially for those with existing neighborhood plans. The new areas are listed below, and shown on the map at Attachment 1. The black lines and large font numbers show the proposed new areas; and the colors, and smaller font numbers, illustrate the current areas (under the 2002 CMP).

1. Town Center
2. East Rockville
3. Hungerford, Lynfield, and New Mark Commons
4. West End and Woodley Gardens East-West
5. Woodley Gardens and College Gardens
6. Lincoln Park
7. Montgomery College
8. Twinbrook, Twinbrook Forest and Northeast Rockville
9. Rockville Pike
10. Montrose and North Farm
11. Woodmont
12. Tower Oaks
13. Orchard Ridge, Potomac Woods, and Falls Ridge
14. Rockshire and Fallsmead
15. Fallsgrove and Research
16. King Farm
17. Southlawn and Redgate

Description of new areas and process used to delineate them (please see Attachment 1)

*West Side of I-270*

- A. Retain the two predominately residential planning areas: (PA 13) Orchard Ridge, Potomac Woods, and Falls Ridge; and (PA 14) Rockshire and Fallsmead.
- B. Incorporate the Research Boulevard area into the Falls Grove planning area (PA 15).

*Central Area: between I-270 and the railroad tracks*

- C. Incorporate Piccard Drive and the associated commercial areas into a consolidated King Farm Planning Area. Incorporate the COPT site at the north-west intersection of Gude Drive and MD 355 into the King Farm area. As properties on the east side of Route 355 annex into the city, incorporate them into the King Farm Planning Area (PA 16).
- D. Create two new planning areas from the previous Planning Area 5. The first would consist of the Woodley Gardens and College Gardens area (PA 5). The second would consist of the MCPS Board of Education site, Montgomery College, and adjacent commercial sites (PA 7).
- E. Retain the boundaries of the West End/Woodley Gardens E-W area, but eliminate the overlap with Town Center (PA 4).
- F. Remove the Stonestreet Avenue corridor from the Town Center planning area (PA 1), and include the relevant sites with either the East Rockville or the Lincoln Park planning areas.
- G. Remove the overlap of the Town Center planning area with the Rockville Pike planning area (PA 9), and include the area in the Rockville Pike planning area, as was done in the Rockville Pike Neighborhood Plan that was adopted in 2016.
- H. Retain the Hungerford, Lynfield and New Mark Commons planning area (PA 3).
- I. Retain the Tower Oaks planning area (PA 12), which, except for several sites in the southern portion, is covered by the Tower Oaks Planned Development approval.
- J. Remove the Woodmont County Club property from the North Farm planning area and create a new planning area for the Woodmont property (PA 11) west of the proposed East Jefferson Street extension. The balance of the property, east from the proposed East Jefferson Street extension, was brought into the Rockville Pike planning area as part of the Rockville Pike Neighborhood Plan that was adopted in 2016.

- K. Retain the Montrose planning area (PA 10) but add the North Farm community to it, to unite the residential areas along the southern border of the City.

*East Side of Route 355*

- L. Incorporate the “orphan” sites north of the WINX property on Westmore Road into the adjacent Lincoln Park planning area.
- M. Include the Stonestreet Avenue corridor in the Lincoln Park (PA 6) and East Rockville (PA 2) planning areas as appropriate (See F. above).
- N. Retain the existing Lincoln Park planning area, with the addition of the sites noted above.
- O. Retain the existing East Rockville planning area, with the addition of the sites noted above.
- P. Combine the two Twinbrook planning areas into one planning area (PA 8), as was done for the Twinbrook Neighborhood Plan that was adopted in 2009. The key issues facing the area over the coming years will be the implementation of a more rapid transportation system on the Veirs Mill Road corridor, and the potential redevelopment of the commercial areas surrounding the intersection of Atlantic Avenue and Veirs Mill Road. These two major issues would benefit from consideration in a holistic manner, rather than being divided between two areas.
- Q. Retain the Southlawn, Redgate planning area (PA 17).

Attachment 1: Draft Adjusted Planning Areas and Existing Planning Areas

Attachment 2: Draft Adjusted Planning Areas illustrating existing overlapping areas

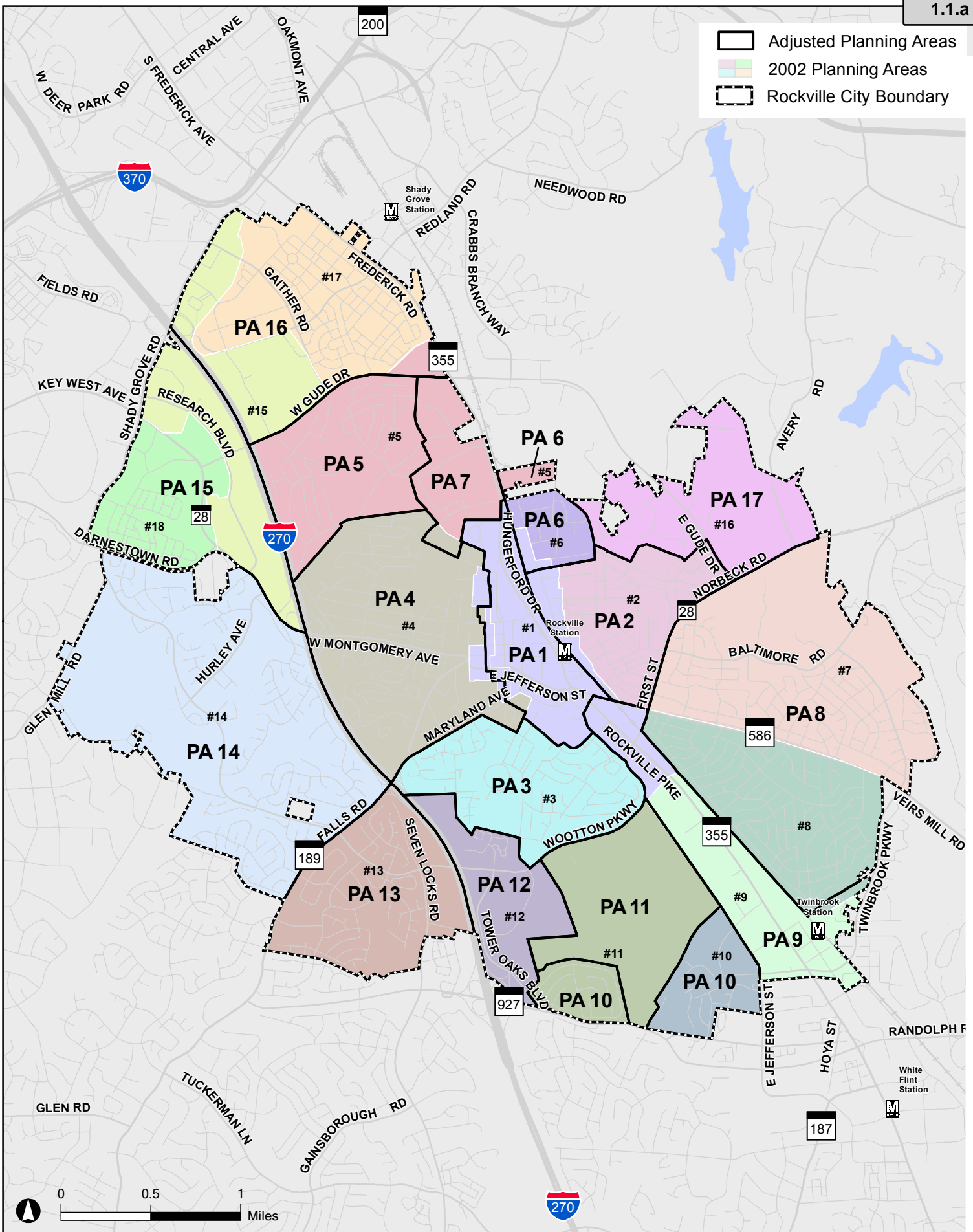
**C.C.:** R. James Wasilak, AICP, Acting Director of CPDS  
Long Range Planning and Redevelopment Division

## **Attachments**

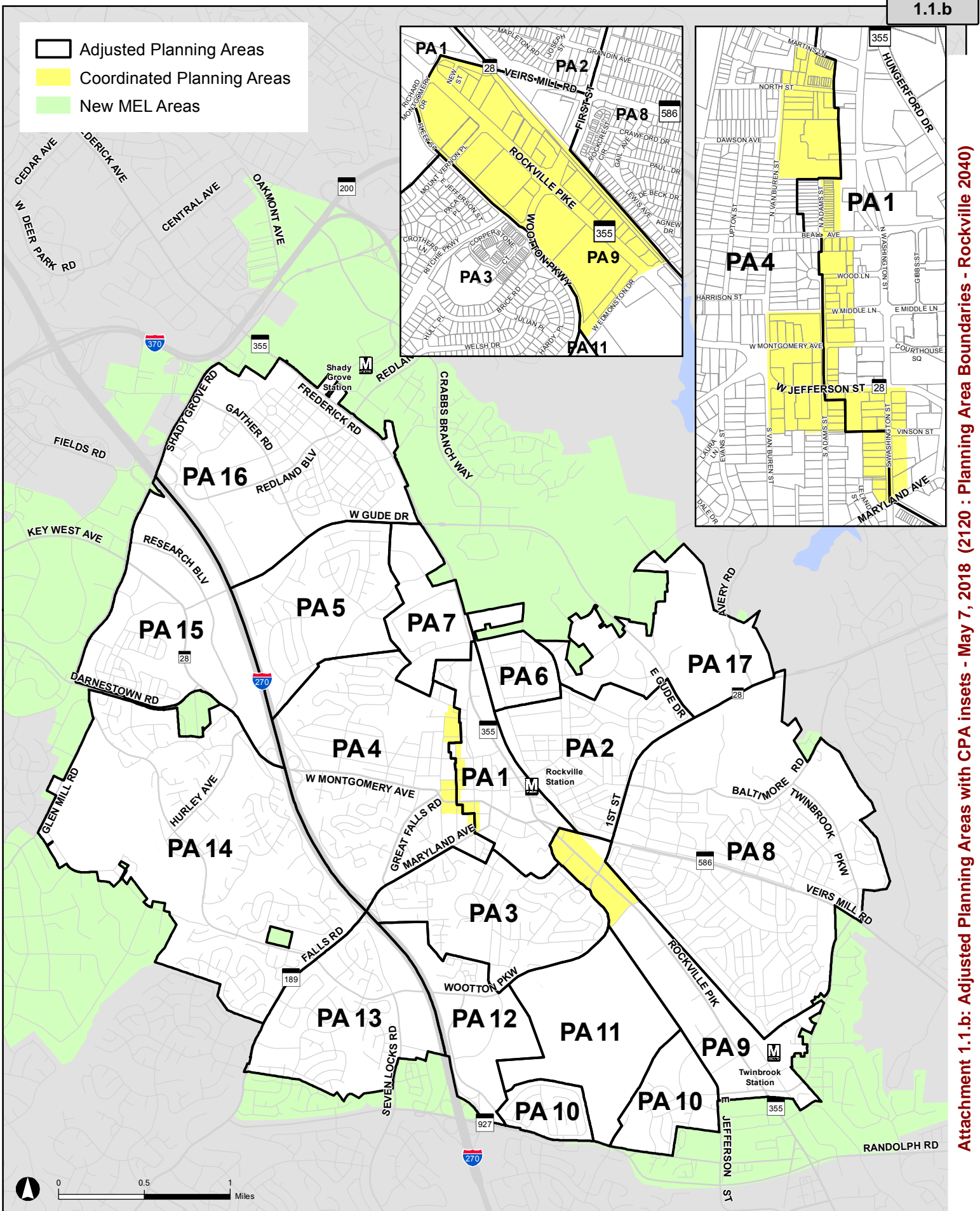
Attachment 1.1.a: Adjusted Planning Areas (with 2002 CMP PAs) May 14, 2018 (PDF)  
Attachment 1.1.b: Adjusted Planning Areas with CPA insets - May 7, 2018 (PDF)



**Jim Wasilak**  
Jim Wasilak, Acting Director of CPDS 5/15/2018



- Adjusted Planning Areas
- Coordinated Planning Areas
- New MEL Areas



Attachment 1.1.b: Adjusted Planning Areas with CPA insets - May 7, 2018 (2120 : Planning Area Boundaries - Rockville 2040)



Agenda Item #:	2
Meeting Date:	May 23, 2018
Responsible Staff:	David Levy

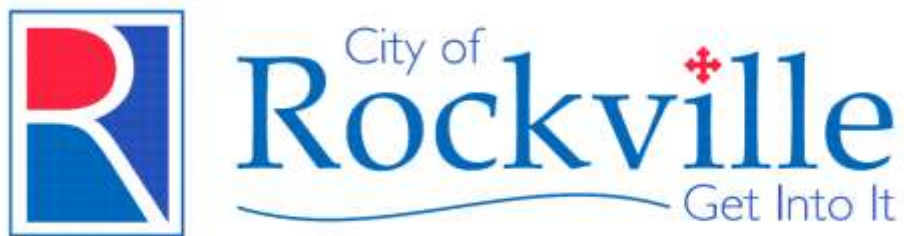
**SUBJECT:**

Discussion of Roadway Connections (Part 2): Rockville 2040

**RECOMMENDATION**

(Include change in law or Policy if appropriate in this section):

Staff recommends that the Planning Commission provide guidance on which potential new roadway connections to include in the draft Comprehensive Master Plan, in order to receive formal public testimony.



## Planning Commission Staff Report, Revised

**MEETING DATE:** May 23, 2018

**REPORT DATE:** May 19, 2018

**RESPONSIBLE STAFF:** David B. Levy, AICP, Chief of Long Range Planning 240.314.8272  
[dlevy@rockvillemd.gov](mailto:dlevy@rockvillemd.gov)

Emad Elshafei, Chief of Traffic and Transportation, DPW

Barry Gore, CPDS

Faramarz Mokhtari, DPW

Craig Simoneau, Director, DPW

R. James Wasilak, Acting Director, CPDS

**SUBJECT:** Roadway Connections, Part 2  
Rockville 2040

**DISCUSSION:**

Background



At your meeting of May 23, 2018, the Planning Commission will hear a presentation and hold a discussion on the topic of roadway connections, as part of the Rockville 2040 process to update the City's Comprehensive Master Plan. This discussion follows an initial presentation and discussion that was held on December 14, 2016. The memorandum for that discussion is Attachment 1.

In that initial presentation, Barry Gore, Principal Planner in CPDS, discussed that the Rockville 2040 Listening Sessions revealed two sometimes-competing desires from participants – 1) the desire for improved east-west and north-south connections, and overall movement, in Rockville; and 2) the desire to protect neighborhoods from traffic that uses neighborhood streets without having a neighborhood destination (sometimes referred to as “cut-through” traffic).

Mr. Gore provided a presentation on the impacts of additional network, in terms of improved access, the reduction of overall vehicle miles travelled and the decrease in pollutant emissions to the air. The presentation also recognized that this improved access had the potential, in some cases, to increase traffic on neighborhood streets. It therefore tended to be controversial and, at times, resisted by community members understandably concerned about the safety and tranquility of their communities.

A broader theme of this presentation was that philosophies and approaches to urban design and planning evolve over time. One of the most recent large-scale developments in Rockville, King Farm, was developed in a grid approach to street layout, with multiple points of access into and out of the neighborhood. Neighborhoods built in the 1960s-1980s were built differently, with fewer points of access and more cul-de-sacs.

After the presentation, staff asked the Planning Commission whether it would like to consider this topic further, with staff bringing potential connections options for consideration. The Planning Commission's direction was that staff should bring a list of such potential connections, but with analysis so that the Planning Commission could have informed consideration of the list. The December 14, 2016 Planning Commission discussion can be viewed on line at [http://rockvillemd.granicus.com/MediaPlayer.php?view\\_id=2&clip\\_id=3627](http://rockvillemd.granicus.com/MediaPlayer.php?view_id=2&clip_id=3627) (Please note that the meeting is best viewed using Internet Explorer as the Web browser. The discussion is the second item at that meeting.)

#### Potential New Roadway Connections in Rockville

In response to this Planning Commission direction, an internal working group, consisting of staff within the Departments of Public Works (DPW) and Community Planning and Development Services (CPDS), developed a list of such potential new roadway connections. The list was mapped and shown to the public, for feedback, during the Rockville 2040 Open Houses that were held in January 2018. The purpose of this analysis was to obtain feedback from the community, and some connections have been discussed directly with neighborhoods and stakeholders.

Most recently, on May 16<sup>th</sup>, staff met with the College Gardens community to discuss the potential connections that most directly affect their neighborhood. This meeting was prompted by the Open House exhibit, in which there was concern regarding potential connections in College Gardens. At the May 16th meeting, participants were clear that they were strongly opposed to creating a connection of Yale Place with W. Gude Drive, as well as the connection of Rutgers Street with North Campus Drive (which staff had already removed from consideration based on discussions with Montgomery College). After hearing this feedback, the City Manager, who also attended the meeting, announced to the community that the Yale Place potential connection would no longer be brought forward by staff for consideration. In contrast, the majority of participating College Gardens residents did not express opposition to the potential connection of Piccard Drive south across W. Gude Drive to the Senior Center. (Staff has yet to meet with the Woodley Gardens community on this topic, and will be reaching out to do so.)

The strong concern expressed by the College Gardens community resulted in staff revisiting its previous analyses of other potential connections, and a revision to the memorandum for this Planning Commission meeting. The result is presented in Attachment 2, Benefits and Impacts of Potential New Roadway Connections, Revised, which lists the potential new connections that were exhibited at the Open Houses under *Policy 1: Create a more connected Roadway network*, and provides staff assessment of each one. Only one of the potential connections remains as recommended for further consideration – the connection to the Senior Center.

#### Staff Recommendation

Staff recommends that, after hearing the presentation and holding a discussion, the Planning Commission provide direction to staff on what to include in the Transportation Element of the draft Comprehensive Master Plan. The draft plan will be released for public testimony, after the Planning Commission has approved it for sufficiency.

#### **PUBLIC OUTREACH:**

Public outreach has been extensive as background to this discussion. The desire for improved east-west and north-south movement in Rockville was a theme raised regularly during the Rockville 2040 Listening Sessions, and then again during the Citywide Forums. Neighborhood preservation and tranquility was also a continuing theme. Potential new connections were shown on a map exhibit during the Rockville 2040 Open Houses. In addition, staff has discussed some of these potential connections with neighborhoods and stakeholders.

#### **NEXT STEPS:**

Staff will take Planning Commission guidance in developing the Transportation Element of the working draft Comprehensive Master Plan. The Planning Commission will have the opportunity

to review that working draft and determine whether it is sufficient to release for formal public testimony.

**c.c.: Long Range Planning Staff**

### **Attachments**

Attachment 1.2.a: Rockville 2040 Connections Memo for 12-14-2016 PC Meeting (PDF)

Attachment 1.2.b: Attachment 2 - Roadway Connections - Benefits and Potential Impacts

Revised (PDF)

**Jim Wasilak**  
Jim Wasilak, Acting Director of CPDS 5/15/2018






## MEMORANDUM

December 5, 2016

TO: Planning Commission

FROM: Barry Gore, Principal Planner

VIA:  David Levy, Chief of Long Range Planning

SUBJECT: Rockville 2040 major themes discussion: Transportation element, connectivity and roadway network  
Meeting of December 14, 2016

On December 14, staff will discuss with the Planning Commission one of the major themes that emerged from community input and technical analysis from the Rockville 2040 process to update the City's Comprehensive Master Plan (CMP). Over the next few months, similar discussions with the Commission will be held on other key themes, to solicit general guidance for plan drafting.

Comments received from the Rockville community during the CMP Listening Sessions and Citywide Forums addressed the desire for more connectivity between various parts of the city. Frequently this was expressed as a need for better connections in an 'east west direction' as well as 'north to south.' A desire for better connections to the Town Center was expressed, particularly from the surrounding neighborhoods and Montgomery College. Connections between neighborhoods are also sought, for instance between College Gardens and King Farm, and to specific City facilities such as the Senior Center. Other comments were related to congestion along major arterials and at major intersections, with Wootton Parkway as an example of a congested roadway, and that the threat of additional traffic was a concern in regard to infill development in the city.

Creation of new network connections is one approach to these issues, and the current master plan recommends several new roadway connections that are in various stages of implementation, for instance extension of Maryland Avenue and Dawson Avenue north of Beall. However, protection of existing neighborhoods from 'cut through traffic' is also a consistent theme of the master plan, and widening local roads and state highways to mitigate congestion is resisted.

The presentation will explore the central role that street layout has played in city planning, specifically in regard to a highly connected grid of streets versus plans that limit access, and the intent, advantages, and disadvantages of these approaches. Examples from the various urban design eras expressed in the street layout in Rockville will be briefly discussed, along with the changing currents in American town planning from grid patterns to cul de sacs, and then back to the grid with New Urbanist design principles. The planning principles expressed in the 1970 City of Rockville Master Plan and the 2002 master plan will be reviewed, followed with examples of new regulations addressing street connectivity that are being applied at municipal and state levels as part of subdivision review.

Specific locations within the City will be highlighted and discussed with the Commission, with a focus on locations where connections are lacking, and where new network might be considered, and impacts on overall mobility. Staff is seeking initial, general direction from the Planning Commission on how the master plan update should address connectivity and network issues.

cc: Susan Swift, Director, CPDS  
Andrew Gunning, Deputy Director, CPDS  
Emad Elshafei, Chief of Traffic and Transportation, DPW  
Long Range Planning Team

## Rockville 2040: Transportation Element

### Benefits and Impacts of Potential New Roadway Connections

#### Potential connection recommended for further consideration

##### 1.2 Construct driveway opposite Piccard Drive at W. Gude Drive to provide access to Rockville Senior Center.

This connection is limited to provision of vehicular access from W. Gude Drive to the Senior Center, with vehicular access to and from the Woodley Gardens neighborhood prevented through the installation of a barrier. The barrier will require those entering from W. Gude to exit to W. Gude, and those entering from the Woodley Gardens neighborhood to exit to Woodley Gardens. *The option of extending the connection to permit traffic to pass through to the neighborhood was reviewed, but was deemed as more potentially impactful on the Woodley Gardens community.*

- Provides more direct and convenient access to Senior Center for residents of King Farm, Fallsgrove, Glenora Hills, and Carter Hill
- Reorients and reduces trips travelling along Woodley Gardens and College Gardens residential streets by residents living to the east of MD 355, south of W. Montgomery Avenue, and West of I-270
- Improves connectivity to/from Senior Center
- Reduces traffic along streets serving Woodley Gardens and, potentially, College Gardens
- Improves access and response time for emergency service providers by eliminating the need to travel along residential streets
- Potential additional delay at the signalized intersection of Piccard and W. Gude Drive
- Impact to Green/Open space area on north side of Senior Center property
- The new driveway will intersect with the Millennium trail

#### Potential connections not recommended for further consideration

##### 1.1 Pleasant Drive extension to Pleasant Road

- Provides alternative point of access to Shady Grove from King Farm, per original plan for King Farm development
- Potential reduction of traffic along Gaither Road
- Additional point access for Mattie JT Stepanek Park
- Potential increase of traffic along Piccard Drive, Ridgemont Avenue, King Farm, and Redland Boulevards
- Right-of-way previously abandoned by the Mayor and Council

### 1.3 Study extension of Yale Place to W. Gude Drive

There are two options for implementing this extension. One option would extend Yale Place to Eastbound W. Gude Drive (with no access to Westbound direction, on the north side of W. Gude Drive). The second option would connect Yale Place to the existing commercial driveway opposite of the existing median break, to provide access to both directions of West Gude Drive.

- Improves safe access for College Gardens Residents to the broader network
- Improves response time for emergency service providers
- Better access to College Gardens Elementary school, especially by King Farm residents
- Potential reduction of vehicular traffic along Auburn Avenue
- Improves connectivity between King Farm and College Gardens neighborhoods
- Increases traffic along Yale Place between W. Gude Drive and Rutgers Place
- Potential increase of vehicle traffic in front of College Gardens Elementary school
- Right-of-way is needed for the realignment (second) option
- College Gardens community not in favor of this connection

### 1.4 Study extension of Rutgers Street across College Parkway to Campus Drive

- Provides direct access to Montgomery College
- Provides convenient and direct access from college to shopping establishments along MD 355
- Potential increase in traffic along Yale Place, Rutgers Street, College Parkway, and Campus Drive, while potentially decreasing congestion at MD 355 entrances to the college
- Requires acquisition of right-of-way - need to acquire several townhouses, and land from both Washington Gas (outside City boundary) and Montgomery College
- Montgomery College and College Gardens not supportive of this connection at this time

### 1.5 Study North Street extension to N. Washington St.

- Improves neighborhood connectivity
- Potentially reduces vehicle traffic along N. Van Buren Street and Beall Avenue
- Improves access and response time for emergency service providers, refuse haulers, and Public Works maintenance workers
- Increases conflicts for pedestrian by adding vehicle traffic to North St. and its pedestrian walkway.
- Additional right-of-way is required
- Benefit likely not big enough to merit investment

### 1.6 Study realignment of southern approach of the Edmonston Drive intersection with Veirs Mill Road, to align with northern approach across Veirs Mill Road.

- Eliminates the need to make double turns for Rockville residents travelling north and south along Edmonston Drive
- Improves pedestrian safety while crossing a multilane highway
- Improves response time for emergency service providers
- Eliminates one traffic signal, resulting in less travel delays
- Improves access and opportunity for additional features for Hillcrest Park
- Requires SHA approval for reconstruction
- Requires acquisition of additional right-of-way and approximately four houses.
- Requires Coordination with MTA for the Planned BRT Station at this location

### **1.7 Study Scandia Way extension, or Monroe St. extension to Tower Oaks Blvd**

- Provides another point of access for New Mark Commons and Villages at Tower Oaks, both having very limited access to City road network
- Improves response time, through direct access, for emergency service providers, which could be critical in emergency situations
- Provides additional accessibility to Dogwood Park and sports fields
- Potential reduction of traffic along New Mark Esplanade and Maryland Avenue
- Impact to Dogwood Park parking
- Potential increase of traffic along Tower Oaks Blvd, Scandia Way, New Mark Esplanade, and Potomac Valley Road

### **1.8 Study Cabin John Parkway Extension to Wootton Parkway**

- Provides direct access for Hungerford residents to Wootton and Preserve Parkways
- Improves response time, through direct access, for emergency service providers, which could be critical in emergency situations
- Provides convenient and direct access to commercial and employment establishments along Preserve Parkway
- Potential reduction of traffic along W. Edmonston Dr. and Ritchie Parkway
- Potential impact to woodland, existing storm water facility, and trail on top of earth dam
- Additional right-of-way is needed.

### **1.9 Study Milboro Drive extension to eastbound Wootton Parkway.**

Access would be limited to “right-in/right- out,” (right turn from Milboro Drive onto eastbound Wootton Parkway, right turn from eastbound Wootton Parkway onto Milboro Drive)

- Improves accessibility for Potomac Woods residents to Wootton Parkway
- Improves response time for emergency service providers
- Potential increase in traffic on Milboro Drive
- Possible increase in U-turns at nearby signalized intersections along Wootton Parkway
- Potential benefit not sufficiently significant to merit neighborhood impacts and cost

### **1.10 Study extension of Oakenshield Drive to Stratton Drive.**

- Improves neighborhood connectivity
- Improves access and response time for emergency service providers
- Provides convenient and direct access for Potomac Woods residents to medical offices, drug store, grocery store, restaurants across Seven Locks Road
- Potential reduction of traffic along W. Kersey Lane and Dunster Road
- Additional signal (potentially) at Seven Locks Road and Twin Oaks Drive
- Increase in vehicle trips along Oakenshield Drive and Oaks Drive
- Potential impact to woodland, existing storm water facility, and trail on top of earth dam
- Impact to four residential property back yards
- Potential impact to existing pedestrian/bike trail connection

### **1.11 Study extension of Lewis Avenue to Parklawn Drive, for better access to Twinbrook Parkway.**

- Improves east/west neighborhood connections
- Better access for Twinbrook Neighborhood to retail and employment opportunities along Rockville Pike
- Redistributes west-oriented traffic to multiple points of access (Twinbrook Parkway and Edmonston Road)
- Potential decrease of traffic along Halpine Road, Ardennes Avenue, Fishers Lane and other roads currently used to access Twinbrook Parkway and Metro
- Improves access and response time for emergency service providers
- Potential increase of traffic along Lewis Avenue
- Additional Right-of-way is required (from WMATA)
- Connection not supported in the Twinbrook Neighborhood Plan (2009) and in prior plans

### **1.12 Fleet Street extension from Ritchie Parkway to Mt. Vernon Place**

- Improves safe access for Hungerford neighborhood
- Improves safe access and provides direct access to Richard Montgomery Students from Wootton Parkway, by eliminating four turns
- Potential reduction of vehicle traffic along E. Jefferson Street, by diverting traffic from a residential street to a non-residential street
- Potential improvement to response time for emergency service providers
- Better connectivity to Rockville Town Center and City Hall
- Increases conflicts for pedestrian by introducing vehicle traffic to this new portion of Fleet Street
- Potential increase of through traffic, shifting of north-oriented traffic along Wootton to Fleet Street
- During the Rockville Pike Neighborhood Plan deliberation in 2016, the Mayor and Council reviewed and voted not to include it in that plan and to remove it from the Comprehensive Master Plan

### **1.13 Study removing traffic island on S. Washington St. at W. Jefferson Street to permit north-south movement between N. and S. Washington St.**

Restrict S. Washington St. to vehicles one ton and below.

- Additional access route to City Hall, Town Center, and courts
- Improves safety by eliminating additional turns
- Improves response time for emergency service providers
- Potential reduction of vehicle traffic along Maryland Avenue
- Potential need to signalize S. Washington Street and Maryland Avenue., which would improve safety at this intersection
- Potential additional delay at the signalized intersection of S. Washington and MD 28
- Increases in traffic along S. Washington Street, which has a narrow travelway
- Requires elimination of some on-street parking along S. Washington Street near The MD 28 intersection
- Potential increase of traffic along N. Washington Street.